









## TIENTSIN.

[FROM OUR CORRESPONDENT.]

## TIENTSIN, 26th February.

## DIPLOMACY SUCCEEDS WAR.

We are still in a state of Egyptian darkness as regards trustworthy political news, and might as well inflame ourselves with the East wind as give credence to the silly rumours that circulate in military and Chinese circles. The soldier-man professes to believe that the early spring will see them in the transports on the way for home: when traced to its origin this little optimism seems to be derived from small talk of Count von Waldersee who, it is agreed, is pretty sick of the whole affair and finds his position anything but a bed of roses. The diplomatic folk are, as might be expected, keeping the negotiations entirely in their own hands and there is really little or nothing for the soldiers to do. Count von Waldersee's friends affect to think that by coming to China he has lost the chance of the Chancellorship. The only determination really reached about the troops is that the Australian Naval Contingent will return home as early as possible; so as to enable the men to be present at the great Parliamentary ceremony in Melbourne. They are to be replaced by the Dorset.

## THE PROTECTION OF THE LEGATIONS AT PEKING.

The future permanent garrison of Peking is to consist of two hundred and fifty men for each of the major Legations, and may further include a smaller number for those of Spain, Holland, and Belgium. The composition of each force is not yet determined, but it is quite certain that artillery will constitute a goodly part, and that never again will the Ministers be between the Devil and the deep sea, as they were last June and July. If the Chinese attack them they will now have it in their power to do inconceivable injury to the City and Palace; the more knowledge that they can do so will of course be their greatest security. All the greater Legations are busy in extending their boundaries without reference to Chinese wishes on the subject. The British are including in their new place the whole of the Imperial Carriage Park and the grounds of the Han Lin Academy; it was from these coigns of vantage that the Chinese made their most resolute and effective attacks on our Legation. The new area is a good deal larger than the old, and will not only suffice for barracks and new Students' Quarters, but will also probably supply that long felt need of a public recreation ground. The Russians are taking in about twice their present area and their new boundary on the north will march with ours on the south. The French, Japanese and (probably) Spanish will push northwards, so as to take in large portions of the Customs Compound and that of the Sn Wang Fuh; the idea is to squeeze out all the Chinese holders from the ground between the Legations and make a solid block of nothing but Legation ground. The only question now is where the non-official civil foreign Peking is to go; there must always be a few foreign residents, and such things as hotels, stores, &c. I think it likely that they will find a place in the area between the Chien Men and the American Legation. I may mention that Sir Claude Macdonald caused the words "Let Us Forget" to be painted in the angle of the wall where the Han Lin joins the Legation as a memorial of their joint corner.

## LI HUNG-CHANG'S HEALTH.

Little attention should be paid to the almost daily reports of Li Hung-chang's death. The old man is of course somewhat feeble, as one might expect from a man who in another fortnight will be an octogenarian; three weeks ago, moreover, he had a very bad attack of influenza which prostrated him for six days and prevented him signing the preliminary agreement, but those about him deny that he was ever in extremis. The old man is living in a place near the Tientsin Yamen, which, by the bye, is now closed under German seal; it is not generally known that in the early days of the capture of the City the Yamen was for two entire days in the possession of the Russians, and subsequently for three in that of the Japanese. It is amusing, if not alarming, to think of the chances this may have given to clear up doubtful points in policy of rivals.

## THE PEKING TRAGEDY.

The Capital last week was shocked by being the scene of a murder and suicide on the part of two Tientsin foreign visitors. Lieutenant Lyndberg of the Danish Navy and lately in Chinese service in a paroxysm of marital jealousy shot his wife dead, and then blew his own brains out. Criticism or explanation is precluded by the fact that it reflects on the dead; but for the sake of a living survivor who was included in the tragedy it must be stated that the most intimate friends of the deceased gentleman have made representations to the British military authorities exculpating the young saboteur of Bon-hay Cavalry from that condemnation which the censorious are ever ready to extend to a third party in matrimonial disagreements. The said saboteur was at the same time shot in two places by the maddened husband; it was feared that to the general satisfaction the youngster had made a rapid recovery, and is now back in Tientsin.

## PROVISIONAL GOVERNMENT AT TIENTSIN.

The Provisional Government of Tientsin City is being extended, but the military are, after the manner of their caste, excluding all civilians from the new offices, though experience has consistently shown that most of the mistakes have been made from the soldiers' gross ignorance of Chinese ideas in the treatment of natives. The city itself is an example. Never in the very worst days of native administration has reason in many places (those of speaking by the employees) been so rampant; it is a byword among the natives.

and arms in ignorance more than in anything else. On the other hand many excellent new departures have been made, especially in the department of public works. A fine broad thoroughfare is being made by the river bank, and the useless old walls are being demolished to make wide streets, and to relieve the unspeakable congestion of the traffic. The West wall is already well down and, curiously enough, the inhabitants don't seem to think it synonymous with the end of all things. At present, German influence predominates in the council. We also expect a forward policy in the great matter of river improvement, a subject of vital interest to the Chinese as well as to ourselves. The New Commissioner of Customs, Mr. G. Deiring, is throwing himself into this question with his usual zeal, and we hope soon to see a large and comprehensive scheme undertaken. If the foreign occupation of the City only lasts long enough it will leave its mark in many departments in which the Chinese could never have been expected to move. Their vicious system of short appointments and of allowing officials to make their hay during the short sunshine quite precludes all such improvement on a great scale.

## RAILWAY AND COAL QUESTIONS.

The railway from Peking to Tong-ku is now, under German administration, the only notable change so far; they have greatly increased the fares and have given nothing as an equivalent. The rolling stock is now a pitiful plight, the overworked locomotives having been out of the shops for months. Strange to say the British hold and maintain the last eight miles and the terminus at Peking. The Shanhaiwan line is still in the hands of the Russians, though it is expected that it will soon be handed over to the British or the Germans. There is still a complete break at the Peitang River and bridge-building is impossible till the spring. The Tientsin coal-pits are in a bad way and no coal is being taken out. The workings are all flooded, and the most powerful pumps can only reduce the head of water about an inch per day. Fortunately the mine up at Lin Shih is good order, and when once the line is re-opened there will be no danger of a fuel famine though the decreased supply will of course keep up the present high prices. It is a great pity that a small siding cannot now be made up to the Western Hills, and the fine hard coal of Peking be brought to Tientsin. The former objections to this step were wholly those of obstructive officials; the line would be an extraordinary boon to the people of Peking and Tientsin, as it would definitely cheapen the cost of the coal at present borne by camels. Like all the new departures undertaken in this interregnum its continuation could be ensured by the Treaty.

## CANTON.

[FROM OUR CORRESPONDENT.]

## Canton, 24th February.

## WASHINGTON'S BIRTHDAY.

The anniversary birthday of George Washington was celebrated in Canton on the 22nd and 23rd ult. The U.S. Consul Mr. Robert MacWade being in town. The gunboats in port dressed in bunting and saluted just at noon. The Consulate was tastefully decorated. By his open heartedness, urbanity, kind and liberal treatment of all alike, irrespective of sects, or nationalities, Mr. MacWade has gained a great popularity here. Between 12 and 1 p.m. the different Consuls, Naval officers, merchants, heads of European firms, Chinese officials, and many residents of Shantien were pouring into the Consulate in great numbers to convey their greetings and good wishes to the U.S. Consul.

## POLICE COURT.

Tuesday, 26th February.

BEFORE MR. HAZELAND.

**THEFT FROM A MARINE OFFICER.**  
Chan Fat was placed in the dock charged with stealing a silver watch from the person of Thomas Henry Leachman, a chief officer, at present residing in the Sailors' Home. The present resident had on the previous evening been riding in a ricksha along the Queen's Road when he felt a tug at his pocket. Turning round he saw the prisoner and at once jumped out and gave chase. He never lost sight of his man and captured him after an exciting run. Mr. Henry Michael Hall, an engineer employed at Messrs. Butterfield & Swire's, corroborated, and said he saw the prisoner approach the ricksha, make a grab for the watch, and bolt down the street. He joined the prosecutor in the chase, and with him at the capture, and assisted in taking him to the station.

His Worship thought the offence proved and sentenced the prisoner to three weeks imprisonment with hard labour.

**THEFT OF GOVERNMENT TIMBER.**  
Upon the complaint of Inspector Robertson, who stated that robberies of timber from Government lands were increasing daily, a ricksha named Sit Fat was fined \$10, or the alternative of three weeks imprisonment, for cutting down a quantity of fir-trees and otherwise damaging some Crown lands.

**COMPROMISING AN ASSAULT.**  
A Wellington Street cloth merchant named Pookmull was the complainant to a summons which had been issued at his instance against Hassan Mall, another Wellington Street tradesman, for an alleged assault on the previous day. The parties having expressed the desire to settle the summons out of court, his Worship consented to the proceedings being withdrawn.

**DISCUSSION IN THE NERVEONA ARMS CASE.**  
As anticipated our issue of yesterday, Mr. Hazeland on Monday afternoon gave his deferred decision in the case of U. Nerveona, merchant, Queen's Road Central, who was prosecuted by Captain Superintendent May for the unlawful possession of 65 cases of revolvers without a license. Mr. Bowley represented the Crown and Mr. Gedgo the defendant. Mr. Hazeland said—

"The defendant was summoned before me on the 8th February last under 'The Arms and Ammunition Ordinance, 1900,' for that he unlawfully (a) did neglect to register as the owner of the Captain Superintendent of Police the 65 cases of revolvers in his possession, to wit 50 cases of revolvers on the 17th July, 1900, and 35 cases of revolvers on the 7th day of August, 1900; (b) did furnish an incorrect return of arms, remaining in his possession on the 31st July, 1900, and

(c) did have in his possession 65 cases of revolvers without a license from the Captain Superintendent of Police."

On the summons being called on the Crown Solicitor on behalf of the prosecution withdrew the 1st and 2nd charges against the defendant and elected to proceed on the third charge alone. The two cases of revolvers, the subject matter of the charge, arrived by the Sado Maru and Kuzuchi Maru on the 17th July and 6th August, 1900, respectively. These were landed and stored by the Hongkong and Kowloon Wharf and Godown Company. It was proved in evidence that the Godown Company do not issue godown warrants until they have received the bills of lading for the goods. These goods remained in the godown until they were seized by the police on 30th January last under a warrant. The two bills of lading and two drafts drawn by the vendor of the arms were put in. They were received by the Hongkong and Shanghai Banking Corporation from the bank of Gallarate. The bills of lading were sent to the Hongkong and Shanghai Bank to the Godown Company and in exchange received two godown warrants. These were dated the 6th and 7th days of September, 1900, respectively. They are both in similar terms, and commence as follows: "Received on storage from Hongkong and Shanghai Banking Corporation on account of Messrs. U. Nerveona & Co. and held to the order of Hongkong and Shanghai Banking Corporation." These two godown warrants have been in the possession of the Bank ever since. The two drafts were accepted by Nerveona & Co. but on being presented for payment were dishonoured. Both drafts are still unpaid. The defendant is summoned under Section 5 of the Ordinance, which is as follows: "No person who has not a license from the Captain Superintendent of Police for the purpose shall either carry any arms or ammunition or have any arms or ammunition in his possession." In the interpretation section there is the following definition of the word possession: "Arms or ammunition on the body of or in the custody or under the control of any person shall be deemed to be in his possession." The point for my decision is, What is the construction to be placed on the word possession? In my opinion it is whether the defendant ever had that right to possession so that he could have maintained an action in trover against a person who had wrongfully converted these arms to his own use either actually or constructively. I am of opinion that he could not have done so. In order to maintain this class of action a plaintiff must have the right to present possession. A vendor alien for his unpaid purchase money will deprive him of the right to possession. The leading case on the subject is *Blochum v. Sanders*, 1825 4 B. C. 941. Bayley J. in the course of his judgment said—Where goods are sold and nothing is said as to the time of payment and everything the seller has to do with them is complete, the property vests in the buyer so as to subject him to the risk of any accident which may happen to the goods and the seller is liable to deliver whenever they are demanded upon payment of the price, but the buyer has no right to have possession of the goods till he pays the price. This vendor's right in respect of the price is not a mere lien which he will forfeit if he parts with the possession, but grows out of his original ownership and dominion and precedent on a tender of the price is a condition precedent to the buyer's part, and until he makes such payment or tender he has no right to the possession.

A letter was put in dated 19th September last and signed "U. Nerveona & Co." enclosing a list showing the quantity of arms they had in the place where they were stored and to whom they were sold. The list evidently contains the arms the subject matter of this charge.

It was also proved in evidence that the rent for the storage of the said arms was paid by the defendant. I am of opinion that neither of the circumstances above mentioned can affect or alter the position of the defendant with regard to these arms.

From the time the arms were landed until the Godown warrants were issued the said arms were in the custody of the Godown Company for and on behalf of the owners of the two steamers in which these arms arrived. From the date of the issue of the two godown warrants the arms have been under the control of the Hongkong and Shanghai Banking Corporation as bailees for and on behalf of the unpaid vendor of the arms. Applying the definition under the Ordinance I am of opinion that the possession of these arms was never in the defendant. I therefore find this summons to be dismissed.

His Worship postponed making an order for the return of the arms.

## THE LAST DAY AT OSBORNE.

The Times special correspondent gives the following brief account of the 22nd January at Osborne—

All last night (21st January) the Queen lay in her bedroom in the pavilion in a very restless state. It was locked, the only persons allowed within being the doctors, the dressers, and two maids, who were under the superintendence of Nurse Saul, from the superintendent of the Royal Naval Hospital, which spoke of diminished strength, showed that the end was drawing near, and in the meanwhile all the members of the Royal Family who were within reach were summoned. The Bishop of Winchester, too, was summoned, and was with the Queen to the end. Before noon the flickering flame of life burned up more brightly for a moment, and her Majesty was able to recognize those who had been summoned to her deathbed. Then she fell asleep, but there was a relapse at 3.30. By 4 o'clock it was announced that she was sinking slowly, and at half-past 6 came the end. It was absolutely peaceful and painless, and the Queen breathed her last in the presence of her children and grandchildren, of the Bishop of Winchester, and of the Lord Chamberlain (the Earl of Clarendon) who arrived just in time.

## EXPORT CARGOS.

Per steamer *Prometheus*, sailed on the 5th Feb. For London—300 boxes—16,800 lbs. congon tea, 6,381 bales—hemp, 154 bales—cane, 24 bales—waste silk, 315 casks—ginger, 1,442 casks—ginger, 100 cases—P. L. Lams, 12 cases—cane, 100 cases—ginger, 18 cases—ginger, 34 cases—ginger, 10 pkgs. hides, 18 pkgs. shells, 34 pkgs. sundries. For Manchester—1 pkgs. P. effects—sundries. For Glasgow—1 case alluvial—For London—1 case alluvial—170 casks—ginger. For Hamburg—300 cases—stannum, 352 bales—cane.

Per steamer *Lucas*, sailed on the 11th Feb. For Marcellus—213 bales raw silk, 100 bales waste silk, 26 cases silk, 20 bales hair, 23 rolls matting, 10 cases Chinaware, 3 cases curries, 10 pkgs. tea. For Lyons—163 bales raw silk, 3 cases silk, 5 cases tea. For Havre—41 rolls matting, 3 cases silk.

## BEWARE.

of the Party offering imitations of MACNIVEN & CAMERON'S PENS. "They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen. Sold at all Stationers. MACNIVEN & CAMERON, Ltd., Waverley Works, Edinburgh. (1898-2)

## INTIMATIONS.

## WOMAN'S WORLD.

## DOMESTIC AND SOCIAL.

We have pleasure in announcing to our readers that we have made arrangements to issue A SERIES OF SELECT ARTICLES

## BY EMINENT LADY WRITERS,

upon subjects of great interest to women's social and domestic welfare.

The following is a list of the articles, with a few words about the personality of each writer—

## THE HOUSEWIFE'S WAGES.

By Mrs. FENWICK MILLER.

Mrs. MILLER is one of the best-known pioneers of women's work. She is widely known as a public speaker on political and social questions, and is an ardent advocate of Women's Suffrage. She is the author of several educational books, and is an industrious journalist.

## SHOPPING AS A FINE ART.

By Mrs. ARIA.

Mrs. ARIA is the Queen of Fashion. She issues her mandates with the authority of an Empress, and her subjects obey without a murmur. Fashionable London waits eagerly for her announcements as to "the latest thing," and her suggestions for dainty costumes are welcomed with enthusiasm. Mrs. Aria is the editor of *Fashion and The World of Dress*, and occasionally contributes to the *Queen, The Woman at Home*, and other ladies' papers. This article will be of great practical value to our readers.

## THE SPINSTER OF YESTERDAY AND TODAY.

By Miss O'CONNOR ECCLES.

Miss O'CONNOR ECCLES is one of London's best-known lady journalists, is an authoritative critic on our early and modern novels, and is a type of Irish wit and keen intellect.

## DO ATHLETICS DESTROY DOMESTICITY?

By Miss ANNESLEY KENEALY.

Miss KENEALY, besides having a charming style and lively imagination, has attracted the public attention by her amusing, but not the less energetic, crusade against "sporting females."

## THE ART OF ENTERTAINING.

By Lady JEUNE.

LADY JEUNE is the wife of the Right Hon. Sir Francis Jeune, K.C.B., President of the Probate, Divorce, and Admiralty Division, and a Privy Councillor. This lady is renowned for her benevolent work in the service of the poor, as well as for many brilliant contributions to leading reviews and magazines upon topics of social importance. In London, where she is a leader of society, she is famed above everything for her brilliant art of entertaining, which attracts to her gatherings the aristocracy and the highest rank, literary, wit, and reformers. The article, Lady Jeune has written for our columns will be welcomed by all hosts and hostesses. Lady Jeune's articles on the *Late Queen* will be fresh in the minds of our readers.

## WOMAN AS A DOCTOR.

By Mrs. ERNEST HART.

Mrs. HART has the distinction of being the pioneer of women medical students. In the seventies she studied medicine in London and Paris, and her book entitled *Diet in Sickness and in Health* is a well-known and standard manual. A large part of her life has been devoted to literary and technical education, to which duty she has contributed her private fortune. The above-named article gives a sketch of woman's work in the medical profession, and explains the career and prospects of a woman doctor.

## THE DUTIES OF MOTHERHOOD.

By Mrs. ADA S. BALLIN.

What mother or maid does not know Mrs. Ballin? Very few we think. The editor of *The Balaugh Womanhood* has been the good counsellor of the home circle for many a day, and her name is "familiar" on our mouths as household words. Our article on "Motherhood" from her pen, gives some practical advice and sympathy upon the duties and responsibilities of maternity.

## WHY GIRLS MARRY AND WHY THEY DON'T.

By Mrs. C. E. HUMPHREY.

Mrs. C. E. HUMPHREY is perhaps better known to the general public by the name of "Madge," under which she has contributed the *Girls' Gossip to Truth* since those articles were first started. She is the author of those popular works entitled *Manners for Men, Manners for Women*, and *A Word to Women*. The article we have obtained from her pen is very vivacious, and likely to prove of absorbing interest both to marriageable maidens and those who have passed that eventful stage. Hongkong, 22nd February, 1901. (368)

## PORTLAND CEMENT

J. B. WHITE &amp; BROS.

SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO. Hongkong, 16th September, 1899. (3144)

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. PARLANE, Manager. Hongkong, 17th February, 1899. (65)

## AMERICAN SYSTEM OF DENTISTRY

AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 15th September, 1899. (314)

This event only attracted seven entries, and of these two did not start. On getting away St. Andrew took the lead, Blooming Rose being second. Going round by the Bridge St. Andrew was leading by eight lengths from Hermit. Late having secured second place, and Blooming Rose third, Marguerite being 100 lengths behind the leader. Coming down the Black Rock the field closed up and Hermit took the lead, with Blooming Rose second and Lute third. After passing the Village Blooming Rose challenged Hermit, but was unable to get ahead, Hermit finishing a length and a half in front. Time, 2 mins. 28 3/5 secs.

**THE HONGKONG DERBY:** a sweepstakes of \$20 each with \$1,500 added (half forfeit if declared on or before day of closing entries); winner to receive 70 per cent.; second 20 per cent.; third 10 per cent.; for waters subscribed for by members as Derby griffins; subscription water griffin eligible; weight for inches as per scale. One mile and a half.

Sir Horace McMahon's Kismet, 10st 10lbs (Mr. Johnson) 1  
Mr. Jay's Rheingold, 10st 7lbs (Mr. P. A. Cox) 2  
Mr. David's Glory, 11st 10lbs (Mr. W. W. Cox) 3  
Mr. J. H. Lewis' Argonaut, 10st 10lbs (Mr. Walwyn) 0  
Mr. Gillies' Loyalist, 10st 10lbs (Mr. Moller) 0  
Capt. O. S. Flower's Battle Axe, 10st 10lbs (Mr. Lloyd) 0

\* 3lbs overweight.  
Only half-a-dozen of the horses which had entered ran—a very small field indeed for the Derby. Though Rheingold and Glory had a good many backers, Mr. Gillies' Loyalist was probably the chief favourite. Mr. Gillies himself accompanied his trainer as he led the horse, accompanied by a stable boy, on to the course. On getting off Loyalist. On the struggle being entered the first time the order was Loyalist, Argonaut, and Glory maintained a good lead when passing the Grand Stand, Loyalist and Argonaut being almost abreast. Having gone once round the track ran off the course. At the Bridge Kismet took second place, Argonaut being third, and Loyalist fourth. Glory still being ahead. Going up to the Black Rock Kismet got ahead of Glory, Rheingold being eight lengths behind. Argonaut was fourth. Passing the Village the order was Kismet, Glory, Rheingold. The order was the same when the straight was entered. Glory was however seen to be flagging, whilst Loyalist was apparently finished. Kismet maintained the lead until the finish, winning by two lengths. Rheingold being three lengths ahead of Glory. Loyalist was fourth. Time 2:53.5.

**THE LUSITANO CUP:** presented by the members of the Club Lusitano; second to receive half the entrance fees; for China ponies; weight for inches as per scale; previous winners at this meeting 7lbs. extra; ponies that have never won a race allowed 5lbs.; entrance \$10. One mile and a quarter.

Mr. G. H. Potts' Forest King, 11st 4lbs (Mr. W. W. Cox) 1  
Mr. Buzey's New Rose, 11st 1lb (Mr. Grosvenor) 2  
Mr. Kingston's Polka, 11st 1lb (Mr. Johnson) 3  
Mr. Derick's Thunderstorm, 11st 1lb (Mr. Cummings) 0  
Mr. David's Strategist, 11st 2lbs (Mr. Moller) 0

Forest King was favourite, with New Rose second favourite. The race started near the Black Rock, Forest King getting away first and Thunderstorm tailing six lengths behind all the others. Entering the straight for the first time the order was Forest King, Strategist, Thunderstorm, and New Rose together, and Polka some distance behind. The same order was maintained as the horses went round by the Bridge, only difference being that Thunderstorm had drawn away from New Rose, and now occupied third place. Forest King was noticed, but New Rose again drew up and took third place, Thunderstorm coming on fourth and Polka bringing up the rear. New Rose still continued to overhaul, and passing the Village had taken second place. Forest King still maintained the lead by about two lengths. Entering the straight Forest King was hard pushed by New Rose, which last was followed by Strategist. Forest King, going easy, soon handed down by five lengths; New Rose second and Polka third. Time, 2 mins. 42 2/5 secs.

**THE COMMERCE CUP:** presented; second to receive half the entrance fees; for subscription water griffin of this season, 1900-1901; weight for inches as per scale; winner of Valley Stakes 7lbs. extra; entrance \$5. One mile.

Mr. Hammond's Baron, 11st 5lbs (Mr. P. A. Cox) 1  
Mr. J. H. Lewis' Innocent, 11st 12lbs (Mr. Walwyn) 2  
Mr. A. Babington's Sundowner, 10st 13lbs (Mr. May) 3  
Sir Horace McMahon's Mentor, 11st 2lbs (Mr. Johnson) 0  
Mr. Hart Buck's Croxtan, 10st 10lbs (Mr. Hart Buck) 0

All got well away at the start, but very slowly. Innocent if anything leading. Passing the Village Innocent was for the first time Croxtan forged ahead, and was followed by Innocent, Sundowner, and Mentor. Baron coming on last. At the Bridge Croxtan, going gamely, had a lead of twelve lengths. Mentor and Sundowner occupied second and third places, and Innocent behind. Baron being about equal distance behind Croxtan still led as the horses neared the Black Rock, but on passing it he suddenly went down the hill, and when pulled up had fallen away behind. The lead was now taken by Baron, which entered the straight first, closely followed by Innocent. A splendid race home between these two resulted in a win for Baron by four lengths; Innocent being second and Sundowner third. Five lengths between second and third. Mentor was fourth and Croxtan last. Time, 1 min. 59 3/5 secs.

**THE HONGKONG CLUB CUP:** presented; second to receive the entrance fees; for China ponies; weight for inches as per scale; entrance \$15. One mile and a half.

Mr. Buzey's Rose de France, 10st 12lbs (Mr. Grosvenor) 1  
Mr. Derick's The Doctor, 11st 12lbs (Mr. Cummings) 2  
Mr. J. H. Lewis' Bulbul, 10st 12lbs (Mr. Johnson) 3  
Mr. G. H. Potts' Interrogation, 11st 4lbs (Mr. W. W. Cox) 0  
Mr. Dryadant's Tit-Bits, 10st 2lbs (Mr. P. A. Cox) 0

Mr. David's Taramala, 11st 1lb (Mr. Moller) 0  
Mr. Dryadant's Slated, 10st 9lbs (Mr. Grosvenor) 0  
Mr. Mansfield's Ante, 11st 4lbs (Mr. Walwyn) 0

The race was an open one, all starting at about equal chances. The distance was the same as for the Derby. Services were made, but finally all were allowed to start. The race was followed closely by Bulbul and Tit-Bits. At the Black Rock Doctor took the lead, Tit-Bits and Ante coming on hard

behind, with Bulbul fourth and Interrogation fifth. Round by the Village Doctor still held the lead, followed in order by Tit-Bits, Slated, and Ante. Entering the straight for the first time, Doctor was leading by eight lengths from Bulbul, Tit-Bits, Ante, Bulbul, Rose de France, and Taramala. Slated crept up to Doctor by the Bridge, and a neck-and-neck race ensued; Bulbul was third. Going by the Black Rock Doctor once more took the lead from Bulbul, Bulbul coming on hard in third place. As the horses passed the Village, Bulbul forged ahead splendidly and took a good lead from Doctor and Slated. Rounding the corner they tailed and Bulbul still leading; with Doctor second and Slated third. Rose de France was strongly peeling along on the outside. It was a bare race as all entered the straight, almost as it appeared from distance, in a bunch. Rose de France now challenged Bulbul and Doctor, and passed both at the Distance Post, winning a hard race by half-a-length; Doctor was second and Bulbul third, a long neck separating them. Time, 3 mins. 19 secs.

**THE ENCOURAGEMENT STAKES:** a sweepstakes of \$5 each with \$150 added; for subscription water griffin of this season, 1900-1901; winner to receive 70 per cent.; second 20 per cent.; third 10 per cent.; previous winners excepted; weight for inches as per scale. Once round.

Mr. John Pott's Dingo, 10st 13lbs (Mr. Grosvenor) 1  
Sir Horace McMahon's Mentor, 11st 2lbs (Mr. Johnson) 2  
Mr. A. Babington's Sundowner, 10st 13lbs (Mr. May) 3  
Mr. Hart Buck's Lincoln, 10st 7lbs (Mr. Hart Buck) 0  
Mr. Buzey's Wood Rose, 10st 11lbs (Mr. W. W. Cox) 0  
Mr. H. Hill's Bulbays, 10st 10lbs (Mr. Walwyn) 0  
Mr. Derick's Deep Bay, 10st 10lbs (Mr. Ford) 0  
Mr. J. H. Lewis' Blazer, 10st 7lbs (Mr. Lloyd) 0  
Mr. Ellis Kelly's Alaric, 10st 10lbs (Mr. Brutton) 0  
Mr. Wheelan's The Giraffe, 11st 6lb (Mr. Cummings) 0  
Mr. Roy's Blue Gum, 10st 11lb (Mr. Gedgo) 0  
Mr. Oswald's Scintillant, 10st 9lbs (Mr. P. A. Cox) 0  
Mr. Jay's Aitgold, 10st 7lbs (Mr. Moller) 0

\* 3lbs overweight.  
There were altogether 13 starters for this race—the biggest field of the day. Naturally several false starts were made, but finally all got away except Deep Bay, which was left behind. Mentor took the lead, and maintained it till the Bridge was reached, when Bulb's Eye took first place, having a good second in Lincoln. At the Black Rock Bulb's Eye still led, Dingo and Mentor coming on second and third respectively. Dingo was going strongly, and passing the Village took the lead from Bulb's Eye, which dropped into second place. Mentor and Sundowner taking third and fourth respectively. Mentor now made a spur, and at the Distance Post passed Dingo, which, a good second, was followed by Blue Gum. Dingo was defeated, however, and succeeded in repassing Sundowner, winning a hard race by half-a-length. Mentor was second and Sundowner third. Time, 1 min. 49 3/5 secs.

## SECOND DAY, WEDNESDAY, 27TH FEBRUARY.

**THE FLAWEY STAKES:** a sweepstakes of \$5 each with \$100 added; second to receive \$50; for China ponies; weight for inches as per scale; non-winners at this meeting allowed 3lbs.; subscription ponies of any previous season allowed 3lbs.; previous winners at this meeting 7lbs. extra. Three quarters of a mile.

**THE GREAT SOUTHERN HANDICAP:** winner to receive \$1,000; second \$200; third \$50; entrance \$10; for China ponies. One mile and a quarter.

**THE GARRISON CUP:** presented by the officers of the garrison; second to receive \$100; for waters subscribed for by members as derby griffins; subscription water griffin eligible; handicap; previous non-starters to carry top weight; entrance \$10. One mile.

**THE GERMAN CUP:** presented by the members of the German Club; second to receive half the entrance fees; for subscription water griffin of this season, 1900-1901; weight for inches as per scale; entrance \$10. One mile and a quarter.

**THE NAVY CUP:** presented by officers of H.M. Fleet; second to receive half the entrance fees; third \$25; for China ponies; weight for inches as per scale; winners of one race at this meeting 3lbs. extra; of two or more races, 5lbs. extra; non-winners at this meeting allowed 3lbs.; previous non-starters to carry 12st.; entrance \$10. One mile and a quarter.

**THE EXCHANGE PLATE:** value \$500; presented by the bankers and exchange brokers of Hongkong; second to receive \$100; third \$50; for China ponies; weight for inches as per scale; winners of one race at this meeting 3lbs. extra; of two or more races 7lbs. extra; non-winners allowed 5lbs.; previous non-starters to carry 12st.; entrance \$10. One mile.

**THE JOCKEY CUP:** value \$150; second to receive \$50; for subscription water griffin and winners of this season, 1900-1901; to be ridden by jockeys who have not had a winning mount previous to this meeting in Hongkong or China; handicap; entrance \$5. One mile.

**THE TAI YUK FONG CUP:** value \$200; presented; second to receive \$50; for waters subscribed for as derby and subscription griffins; winner of the Garrison Cup excluded; handicap. Once round.

**THE PROFESSIONAL CUP:** presented; second to receive half the entrance fees; third \$25; for China ponies; weight for inches as per scale; previous winners at this meeting of one race; previous winners of two or more races 7lbs. extra; of three or more races 7lbs. extra; non-winners at this meeting allowed 3lbs.; previous non-starters at this meeting excluded; entrance \$10. One mile and a half.

**THE GYMNASIA STAKES:** value \$200; presented by the Gymkhana Committee, added to a sweepstakes of \$







## HOTEL

HONG KEE HOTEL  
(ESTABLISHED 1873)  
MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Main Excellent. Prompt Attendance. Terms very Moderate. H. KANG KEE, Proprietor. Telegraphic address "HONGKEE" (1918)

"BOA VISTA" HOTEL,  
MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management. MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 5 A.M. Connection made by Company's Steamer to and from Canton. Tourists should not miss the chance of visiting this famous old City. For Terms, apply

MANAGER.

Telegraphic Address: "Boavista" (2548)

## RACE HOLIDAYS.

THE undermentioned Banks will be CLOSED for the transaction of Public Business at 11.45 A.M. TO-DAY (WEDNESDAY) and TO-MORROW (THURSDAY), the 27th and 28th instant respectively.

For the CHARTERED BANK OF INDIA, AUSTRALASIA AND CHINA, T. P. COCHRANE, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCHANT BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH, L. BERINDOAGUE, Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, J. C. BERGENDAHL, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLENDORF, Acting Manager.

Hongkong, 23rd February, 1901. [508]

## HONGKONG HOLIDAYS.

THE Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business at 11.45 A.M. TO-DAY (WEDNESDAY) and TO-MORROW (THURSDAY), the 27th and 28th instant.

JARDINE MATHESON & CO., General Agents.

CANTON INSURANCE OFFICE, LIMITED, General Managers.

HONGKONG FIRE INSURANCE CO., LD., For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS, Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED, W. H. PERCIVAL, Agent.

For the CHINA TRADING INSURANCE CO., LIMITED, W. H. RAY, Secretary.

For the YONGTSE INSURANCE ASSOCIATION, LIMITED, SHEWAN, TOMES & CO., Agents.

For the CHINA FIRE INSURANCE CO., LD., GEO. L. TOMLIN, Secretary.

Hongkong, 22nd February, 1901. [553]

NOTICE TO MARINERS, No. 37.

## CHINA SEA.

TIENTSIN DISTRICT. INTENDED ALTERATION TO TSAO-FEI-HIEN LIGHT.

NOTICE is hereby given that in or about April next, the present Sixth Order Fixed Light at this station will be replaced by a Group-fishing Light of the Fourth Order, showing two white flashes in quick succession every twenty seconds.

The old light will be continued till the new one is lighted. By Order of the Inspector General of Customs.

A. M. BISEE.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 13th February, 1901. [541]

## CARTRIDGES! CARTRIDGES!

JUST LANDED A NEW STOCK OF ELEY'S AND KYNOC'S SPORTING CARTRIDGES AND NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES. 12 " 12 " 8 " Wm. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [1213]

## AUCTION

PONIES! PONIES! PONIES!!  
THE Underigned will hold their Annual Sale of RACE PONIES

WEDNESDAY, the 6th March, at 3 P.M., Opposite the City Hall, when upwards of 50 PONIES will be offered. Entries will be received until Noon on day of Sale. Terms: As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 25th February, 1901. [580]

## INSURANCES

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1897. [59]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [14]

## PHENIX FIRE OFFICE

The Underigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1861. CAPITAL £410,000.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [1512]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Underigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO. [31]

## "L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1829).

THE Underigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.

Hongkong, 7th February, 1901. [439]

## SALAMANDER FIRE INSURANCE COMPANY.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO. [33]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899 £14,409,059.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 287,500 0 0

II. FIRE FUNDS, 2,731,183 13 7

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd June, 1900. [1872]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710. The Underigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [30]

## SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon, who have not had their Premises LIMED, WASHED and CLEANED in accordance with law, are reminded that the period during which the work should be finished ends on the 28th day of February, 1901, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsim Sha Tsi.

By Order, G. A. WOODCOCK, Acting Secretary.

Hongkong, 1st February, 1901. [49]

## [All Rights Reserved.]

## THE TRANSFORMATION OF THERESA.

JOHN FOSTER FRASER.

"Hello!" said Walter as the girl came into the drawing-room. "What's up?"

"Mr. Spurling!"

"Of course, I saw you both under the rose-bower—"

"You saw nothing of the kind."

She stood by the window with the warm afternoon light flooding about her head and shoulders, a beautiful young woman in a bright summer garb. There was a deeper touch of colour in her cheek than usual. She was agitated; the breath was passing quickly between the bright red lips, and the rise and fall of the diaphragm was resting on her bosom indicated excitement.

Her brother twisted round on the couch with the he had been yawning through a novel. "What's up?" he repeated.

"Mr. Spurling has just proposed to me, and Theresa told him it can never be."

"You've rejected him!"

Walter crossed the drawing-room, a burly, ruddy cheeked Saxon, and stared in the face of his lovely sister.

"Theresa," he said, "you're an awful ass."

"I knew you would say that," replied the woman.

"Any girl would jump at a man like Spurling."

"Well, I haven't," and she commenced to pick the leaves from a bunch of blown roses and place them in a jar.

The room was partly darkened to keep out the rays of the sun. But through the French windows that opened upon the lawn, where the buzz of bees could be heard among the flowers that skirted the paths, there came long beams of light that fell about Theresa Fairbank as though they sought to glorify her loveliness.

Walter picked his novel away, and looked curiously at the girl as she bent over the bowl of roses.

"You know Dick Spurling is a particular friend of mine," he said with the faintest touch of anger in his voice.

"I know," said the girl.

"Then why on earth did you encourage him?"

"I never encouraged him."

"Fudge! Nobody with half an eye could have mistaken what Spurling was after; you lent of all with your talks together about Browning, and ethics, and your searching together for rare British words—as though Spurling cared a rap for those things."

"Then I misunderstood Mr. Spurling."

"Not you; no girl could. Do you mean to say you didn't know all along Dick was violently in love with you?"

"I didn't."

"And you've refused him."

"I have, for I don't love him. I don't like little men, and Mr. Spurling is a little man."

"That's because you yourself are so tall."

There was silence for some moments. Then the brother spoke again. "Look here, Theresa, don't be an idiot. Spurling's a very decent chap. Besides, he's just about six times as well off as we are. Thirwell is a lovely place; he's got a nice town house; you would search, mightily woman can desire, and you'd search, mightily woman before you'd get so indulgent a husband."

"You're his friend, Walter," said Theresa, suggestively, looking up for the first time.

"I am, and when I saw what was happening I was glad. Now do be sensible. If I were asked to pick you a husband I would pick you Dick Spurling."

"But you're not asked. And when there's any picking to be done, I'll do it myself."

"Then all I can say is you're a headless flirt. You've flirted with Dick about as much as Theresa laughed softly. "Oh, do think, Mr. Crossbones," she said, "and don't lecture. Mr. Spurling will no doubt soon recover from his infatuation, and then we will all be friends again."

"You make a mistake if you think Dick that sort of man. I'm sorry for him, and I'm ashamed of you."

Then he went out and left the girl in the room alone.

As soon as she heard Walter whistle for his dog, which indicated he was off for a walk, Theresa threw aside her bonnet and, leaning back in the big yielding chair, laughed merrily.

No man could ever look upon her without admiring her. The soft, warm-tinted skin, the shining of constant life in the country, the full, inviting lips, the soft and yet often kindling eyes, the mass of black hair, her ingenuousness, her constant winning smile, her tall graceful carriage, had set aglow the heart of many a man.

Yet she was an ardent flirt. Not that she exchanged sweet sighs with would-be lovers, but she delighted in her powers of fascination. To have a host of admirers, to feel that her wish was their law, to see the love in their eyes, the opportunity of being spoken, and yet caring not one jot for any of them, such was the desire of Theresa Fairbank, the sister of the young Squire of Meltham Hall.

Her great conquest had been Richard Spurling, of Thirwell, the life-long friend of her brother. Spurling was rich, about the same age as Walter, a kind hearted, sincere, country gentleman, who knew, though nothing had been said, that for him to marry Theresa would bring joy to the heart of his chum. And so he had loved and Theresa had coquetted, and then suddenly, this afternoon, matters had been brought to a head and never loved him. Indeed she cared a good deal less for him than many another man she knew in the south country. She was amused at his unprincipled following of her into the mysteries of Browning, which she didn't understand. His docile obedience, his unblinded admiration, pleased her. Had she been other than a light hearted, frivolous girl she would have seen the personal advantages of becoming the mistress of Thirwell.

But these had no weight with her. She had her triumph in the knowledge she had brought the richest man in the shire to a protestation. "Thoughtless and merry, it never entered her mind that her amusement might be the cause of pain."

Fairbank was for some days openly annoyed at the conduct of his sister. Taking a personal interest in his estates he had a mixture of scorn and mirth for Theresa's affections of culture.

## DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just a little help from Little's Oriental Balm you can't afford to do it.

But that thumping, knocking, head-ache, which can you do with it? Give it its quietus by using Little's Oriental Balm. It acts like magic. It kills pain at once. No waiting, no suffering, no dosing with nauseous medicine. Mr. S. T. Hoffman, Whitebury, Washington, says:—It is a wonderful remedy. After suffering all day with intense head-ache, one application of the Balm stopped the pain in 5 minutes. Sold at 6d per bottle. Agents for Hongkong—The VIC TORIA DISPENSARY, LD.

He knew her to be just what she was, pretty and vain; not heartless or insincere, but, with the unthinking buoyancy of young womanhood, taking the world to be her playground.

Thirwell was but some four miles from Meltham Hall. Indeed the two estates joined. It was impossible therefore that a long time could pass before Theresa met her rejected lover.

Within a week, as she and Walter were taking horses exercise down Thirwell road, they encountered Spurling.

The man was hurried and frightened; the woman bowed to him coldly and remained seated. "Squire Fairbank attempted to chat gaily for a few minutes. But all the time he was filled with hot anger. He understood his friend's discomfort, and was irritated at the sudden haughtiness of Theresa."

When Dick Spurling had ridden on he turned almost savagely.

"Couldn't you see Dick's discomfort?" he asked.

"If his meeting me is so troublesome he should take a tour abroad. I never asked him for his love, and I suppose I can decline the honour of its acceptance if I like." She leaned forward in the saddle, and gently patted the neck of her roan mare.

"Do give over talking in that stilted way. Dick's far too sensible to run away, and—look here, Theresa, you'll live to rue the day that you refused him."

"Pray don't try coercion."

"I won't. It's not for me to force you to marry a man whom you don't love, but it is for me to remind you against your putting my dear old friend into a position almost ridiculous. The horses broke into a canter. "And—and I'm going to have Dick at the Hall as much as before—if he'll come," repeated the girl.

"Oh I—I daresay his action will—will smoulder away pretty quick—quick enough, when he sees how worthless—worthless is the person on whom he bestowed—stowed it."

Theresa tossed her head and disigned no notice.

And it was as young Squire Fairbank foretold. The friendship of the two men was not interrupted by the coquetry of the sister. At first Spurling hesitated running the risks of meeting her. But as Spurling's love waned, for he saw it had been but a flitting fancy nurtured by his esteem for the girl's brother, so Theresa's chilliness softened, and the autumn winds shook free the rascal leaves something like friendship was re-established, though there were no more maidenly dissertations on Browning, no affected sighing for the higher culture, no searching of meadow sides for rare weeds.

"Dick," said the Squire one night as the two men were sitting in the little apartment over the stable, that served the joint purpose of study and gun room, "I'm awfully glad things are as they used to be."

Spurling gave his friend a questioning glance. "I mean," added Walter, "you've got over that little knock about my sister."

"You see," said Walter, "it was a beastly shame, and I told her so to her face. You'd have been a deal too good for her, old chap, though she is my sister."

"Well, anyway, said Spurling, leaning forward towards the fire, with his elbows on his knees, "it's all over now. It's best as it is. She did the wise thing. If I had truly loved her I would probably be loving her now. But I don't, and that's why I'm able to come here. I esteem her, and that is about all."

There was silence for a couple of minutes.

"And I'm glad of it, old man," said Walter, reaching forward for another cigar, "for my mind is now at rest. What are you doing to-morrow? Why not let us have some shooting together?"

"Oh, but my guns are not in condition."

"Well, you can use one of the guns here. Come over to breakfast, and then we can get out early."

(To be continued.)

## WANTED—IMMEDIATELY.

BY a German Firm, an EXPERIENCED SALESMAN with a thorough knowledge of the Hongkong Import Business. Applicants should give full information concerning their qualifications, and state the Salary required to address of—

"IMPORT," Care of Office of this Paper.

Hongkong, 22nd February, 1901. [547]

## WANTED.

BY a YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Revising of Accounts, Typewriting or General Office work. Hours—5.30 to 8 o'clock.

Apply to—M. A. C., Care of Office of this Paper.

Hongkong, 6th February, 1901. [425]

## THE TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

WANTED—AN ASSISTANT MANAGER. Salary \$750 per month, with free Unfurnished House.

Applications and Copies of Testimonials to be sent to the undersigned.

Appointment to be taken up as soon as possible.

THOS. SCOTT, Chairman.

WANTED—A CIVIL ENGINEER, one who has had experience in building Wharves and Docks preferred.

Applications and Testimonials to be sent to—THOS. SCOTT, Chairman.

REQUIRED by a First Class Mercantile House in Hongkong, an Experienced Man of Business to act as COMPTROLLER. The Highest References required. No one need apply unless he is prepared to give substantial security in the sum of \$100,000. Apply in writing to—

Messrs. JOHNSON, STOKES & MASTER, 12, Queen's Road Central.

Hongkong, 16th February, 1901. [517]

## LARGE GODOWN WANTED for STORAGE OF COAL.

State situation, size, rent, to—E. L., Care of Office of this Paper.

Hongkong, 14th February, 1901. [509]

## DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB on FRIDAY, the 8th March, at 8 o'clock P.M.

Members intending to be present are requested to send in their names to the Honorary Secretary on or before TUESDAY, the 5th March.

The Secretary will be glad to receive the names of Devonians wishing to join the Society. MOWBRAY & CO., Hon. Secretary, 10, Queen's Road Central.

Hongkong, 22nd February, 1901. [559]

## NOW READY.

THE

## CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &amp;c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.



Lanoline

Natural Toilet Preparations.

Toilet "Lanoline" in collapsible tubes.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PARRAMATTA	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	On 2nd Mar., at Noon.
LONDON	ION	Brit. str.	—	E. G. Andrews	BUTTERFIELD & SWIRE	On 5th Mar.
LONDON	MALACCA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 9th Mar.
LONDON	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th Mar.
LONDON	STENTON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd April.
LIVERPOOL	PATROCLOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th Mar.
BREMEN, via PORTS OF CALL	KIAUTSCHOU	Ger. str.	—	J. Thompson	MELCHERS & CO.	On 6th Mar., at Noon.
MARSEILLES, LONDON & ANTWERP, v. ST. LOUIS, &c.	KAWACHI MARU	Jap. str.	—	Berg	NIPPON YUSEN KAISHA	On 8th Mar., at Daylight.
MARSEILLES, HAMBURG, CHAGEN, & BALTIC PORTS	ANNAM	Ger. str.	—	Proesch	CARLOWITZ & CO.	Quick despatch.
HAMBURG, BREMEN & HAMBURG	FREEBURG	Ger. str.	—	C. Blazer	CARLOWITZ & CO.	On 8th Mar.
HAMBURG & HAMBURG	MARRBURG	Ger. str.	—	—	CARLOWITZ & CO.	On or about 15th Mar.
HAMBURG & HAMBURG	SIBIRIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 25th Mar.
HAMBURG & HAMBURG	BAMBERG	Ger. str.	—	Jacobi	CARLOWITZ & CO.	On or about 5th Apr.
HAMBURG & HAMBURG	SARNIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 15th Apr.
TRIESTE, &c., via PORTS OF CALL	MORAVIA	Aus. str.	—	Calabrese	SANDER, WIELER & CO.	To-morrow, P.M.
NEW YORK via PORTS & SUZ CANAL	FOLMINA	Brit. str.	—	Peterson	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK via PORTS & SUZ CANAL	ALBENGA	Ger. str.	—	—	CARLOWITZ & CO.	On 18th Mar.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. J. G. Parsons	DODWELL & CO., LIMITED	On 1st Mar.
VICTORIA, B.C., &c., via SHANGHAI, &c.	TACOMA	Brit. str.	—	—	CARLOWITZ & CO.	On 16th Mar.
PORTLAND, OREGON, &c., via SHANGHAI, &c.	TOYA MARU	Jap. str.	—	Peterson	NIPPON YUSEN KAISHA	On or about 10th Mar.
SAN FRANCISCO via SHANGHAI, &c.	EVA	Jap. str.	—	—	ANNHOLD, KARBURG & CO.	On 2nd Mar., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 12th Mar., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 19th Mar., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	STRATHGYLE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th Mar.
KOBE & YOKOHAMA	CHINGTU	Brit. str.	—	W. Townsend	BUTTERFIELD & SWIRE	To-morrow.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	F. Sommer	NIPPON YUSEN KAISHA	On 1st Mar., at Daylight.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 15th Mar., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Mar., at Noon.
NINGBO & SHANGHAI	SZECHUEN	Brit. str.	—	Hennemann	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	LYEEMOON	Ger. str.	—	—	EAST ASIATIC TRADING CO., LD.	To-day, at 4 P.M.
SHANGHAI	HOIHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st Mar.
SHANGHAI	KWANGSE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st Mar.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Mar.
SHANGHAI	PLASSY	Jap. str.	—	S. Atami	MITSUBI BUSSAN KAISHA	On or about 2nd Mar.
POOHOW via SWATOW & AMOY	HAICHING	Brit. str.	—	Hall	DOUGLAS LAFRAIK & CO.	On 13th Mar., at Daylight.
SWATOW, AMOY & POOHOW	AKASHI MARU	Jap. str.	—	K. Sudzuki	MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & POOHOW	MAIDZUO MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 6th Mar., at Daylight.
TAMISU via SWATOW & AMOY	KATFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th Mar.
MANILA, CEBU & ILOILO	ESMERALDA	Brit. str.	—	G. T. Barcland	SHERMAN, TOMES & CO.	To-morrow.
MANILA	MAZAGON	Brit. str.	—	R. I. L. Cook, R.N.R.	P. & O. S. N. Co.	On 1st Mar., at 5 P.M.
STRAITS, COLOMBO & BOOMBAY	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On or about 26th Mar.
BOOMBAY, via SINGAPORE & COLOMBO	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SASSOON, SONS & CO.	On 6th Mar., at Noon.
SINGAPORE, PENANG & CALCUTTA	—	—	—	—	—	On 6th Mar., at 3 P.M.

## SHIPPING.

**ARRIVALS.**  
Feb. 26, FURUKAWA, British str., 1,500, Lant. Canton 25th Feb., General—CHUNKER.  
Feb. 26, TEIKOKU MARU, Japanese steamer, 2,560, I. Narasaki, Moji 24th February, General—MITSUBI BUSSAN KAISHA.  
Feb. 26, DIAMANTE, British steamer, 1,254, A. Ramsay, Manila 23rd February, Hong—SHEWAN, TOMES & CO.  
Feb. 26, JAICHING, British str., 1,267, T. P. Hall, Foochow and Amoy 25th Feb., General—DOUGLAS LAFRAIK & CO.  
Feb. 26, THALES, British str., 820, Robson, Swatow 25th Feb., General—DOUGLAS LAFRAIK & CO.  
Feb. 26, FOLMINA, Dutch str., 2,369, W. van Eyken, Foochow 24th Feb., General—DODWELL & CO., LIMITED.  
Feb. 26, KEIVINDALE, British steamer, 1,052, Bradley, New York 25th Dec. and Singapore 18th Feb., Kerosene—STANDARD OIL CO.  
Feb. 26, PARSHAN, British str., 1,235, Jenkins, Saigon 23rd Feb., Rice—BRADLEY & CO.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
26th FEBRUARY.  
Chelydea, British str., for Singapore.  
Taitung, British str., for Swatow.  
Maucong, British str., for Swatow.  
Hong Lee, British str., for Amoy.  
Mika Maru, Japanese str., for Moji.  
Ty, Forwogian str., for Kobe.  
Elite Noether, German str., for Bangkok.  
Wicks, German str., for Saigon.

## DEPARTURES.

Feb. 26, VIKER, French gunboat, for Saigon.  
Feb. 26, H. H. MEIER, Ger. trapt., for Tsingtau.  
Feb. 26, Tyn, Norwegian str., for Kobe.  
Feb. 26, MIKE MARU, Japanese str., for Moji.  
Feb. 26, MAUBANG, British str., for Swatow.  
Feb. 26, CHELYDEA, British str., for Calcutta.  
Feb. 26, TAIKONG, British str., for Swatow.

## VESSELS IN DOCK.

ANDERSON DOCK.—Chontai, Maru Kolt.  
KOWLOON DOCK.—S.M.S. Hana, U.S.S. Ika de Jazon, Nanyang, U.S.S. Bennington, Hae, Avandale, Hana, Hongkong Maru.  
METROPOLITAN DOCK.—Egbert.

## SHIPPING REPORTS.

The British steamer *Thales*, from Swatow 25th Feb., had moderate N.W. monsoon and fine weather. Vessels in Swatow—German gunboat *Stendler* and steamer *Kritung*.  
The British steamer *Chontai*, from Foochow and Amoy 25th Feb., had moderate easterly winds and sea, and clear weather to Amoy. From Amoy to port moderate monsoon and fine weather. Vessels in Foochow—H.M.S. *Britannia*, H.R.I.M.S. *Mandour* and one Japanese man-of-war. In Amoy—H.M.S. *Wallara*, H.G.M.S. *Kaitera* and H.I.J.M.S. *Takow*.

## VESSELS ON THE BERTH.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.  
IN CONNECTION WITH THE HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.  
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.  
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 30th March  
The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on 30th March.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.  
[14] Hongkong, 21st February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.  
IN CONNECTION WITH THE HONGKONG RAILROAD & NAVIGATION COMPANY.  
PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship "EVA"  
2,068 tons, Capt. Peterson, will be despatched on or about the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.  
Through Bills of Lading issued to any point in the United States and Canada.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Underwriter until the same time. All parcels should be marked to address in full.  
Value of same is required.  
Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).  
For further information as to Freight rates, &c., apply to  
ARNHOLD, KARBURG & CO.,  
Agents,  
Hongkong, 6th February, 1901.  
[42]

THE Steamship "FREEBURG"  
Capt. Proesch  
MARBURG  
Capt. v. Blazer  
SIBIRIA  
BAMBERG  
Capt. Jacobs  
SARNIA  
Capt. Schlaefke  
These steamers have superior accommodation for passengers and carry a doctor and a stewardess.  
For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO.,  
Agents,  
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 26th February, 1901.  
[18]

THE Steamship "FREEBURG"  
Capt. Proesch  
MARBURG  
Capt. v. Blazer  
SIBIRIA  
BAMBERG  
Capt. Jacobs  
SARNIA  
Capt. Schlaefke  
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Hongkong, 26th February, 1901.  
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CARLOWITZ & CO.,  
Agents,  
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 26th February, 1901.  
[18]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
EMPRESS OF JAPAN. Comdr. H. Pybus, R.N.R. WEDNESDAY, 1st Mar. 1901.  
EMPRESS OF CHINA. Comdr. B. Archibald, R.N.R. WEDNESDAY, 8th April, 1901.  
EMPRESS OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Polder's Street,  
[10] Hongkong, 14th February, 1901.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 1st Mar., at Daylight.
W. Townsend	BOMBAY, via SINGAPORE and COLOMBO	WEDNESDAY, 6th Mar., at Noon.
HIROSHIMA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 8th Mar., at Daylight.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
F. Sommer	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
S. J. G. Parsons	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
A. S. MIHARA,  
Manager.  
[13] Hongkong, 26th February, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	8th March
BAVERN	WEDNESDAY	20th March
STUTTGART	WEDNESDAY	3rd April
KONIG ALBERT	WEDNESDAY	17th April
PRINZESS IRENE	WEDNESDAY	1st May
PRINZ HEINRICH	WEDNESDAY	15th May
PREUSSEN	WEDNESDAY	29th May
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	18th June
SACHSEN	THURSDAY	27th June
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY	11th July

\* Calling at Amsterdam.

ON WEDNESDAY, the 6th day of March, 1901, at Noon, the Steamship "KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain F. Lohmeyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 4th March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 5th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 5th March.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELOCHERS & CO.,  
AGENTS.  
[12] Hongkong, 22nd February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY, AND TAIWANFOO.  
THE Company's Steamship  
"AKASHI MARU,"  
Capt. K. Sakami, will be despatched for the above ports on WEDNESDAY, the 6th March, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents,  
Hongkong, 21st February, 1901.  
[18]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship  
"MAIDZUO MARU,"  
will be despatched for the above ports on SUNDAY, the 10th March.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents,  
Hongkong, 26th February, 1901.  
[17]

FOR NEW YORK via PORTS AND SUZ CANAL.  
With Liberty to Call at MANILA.  
THE Steamship  
"FOLMINA,"  
will sail at the end of February, and will be followed by the Steamship  
"GYNEGIO,"  
about the middle of March.  
For Freight, apply to  
DODWELL & CO., LD.,  
Agents,  
Hongkong, 18th February, 1901.  
[329]

NATAL LINE OF STEAMERS.  
THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are pleased to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the EASTERN STEAM NAVIGATION COMPANY's regular service between CALCUTTA, SINGAPORE, COLOMBO, and Ceylon, and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan,  
Hongkong, 4th August, 1897.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,311	A. Dixon	March 1
BRAEMAR	3,601	W. Witt	March 4
VICTORIA	3,502	J. Panton	March 8
GLENORIE	3,750	W. Franks	March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 25d.  
Excellent accommodation. First-class Table, Doctor and Stewardess carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG TO NEW YORK, 24d.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 23s.  
The best route to the KLONTYKE-GOLD FIELDS. Frequent sailings from VICTORIA and Tacoma to DYKE and St. MICHAEL.

Rates of Passage to other Points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
[11] Hongkong, 22nd February, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI AND JAPAN.  
PAN  
LONDON, &c.  
SHANGHAI  
LONDON  
STRAITS, COLOMBO AND BOMBAY

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND JAPAN	BOMBAY (G.M. Montford, R.N.R.)	About 1st Mar.	Freight or Passage.
PAN	PARRAMATTA (G.T. Denny, R.N.R.)	Noon, 2nd Mar.	See Special Advertisement.
LONDON, &c.	PLASSY (G.T. Denny, R.N.R.)	About 2nd Mar.	Freight or Passage.
SHANGHAI	C.F. Preston, R.N.R.	March.	Freight or Passage.
LONDON	MALACCA (E. G. Andrews)	About 9th Mar.	Freight or Passage.
STRAITS, COLOMBO AND BOMBAY	MAZAGON (R. I. L. Cook, R.N.R.)	About 26th Mar.	Freight only.

PASSENGER SEASON, 1901.  
as PLASSY 7,240 tons March 30th MARSEILLES AND LONDON DIRECT  
as SOBRON 7,332 tons April 27th Without Transshipment.

For Further Particulars apply to  
A. M. MARSHALL,  
Acting Superintendent  
[1] Hongkong, 23rd February, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OXFORD, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PROPOSED SAILINGS FROM HONGKONG.		
SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES.
FREEBURG Capt. Proesch	(HAYE, BREMEN & HAMBURG) (London with transshipment in Hamburg)	On 8th March.
MARBURG Capt. v. Blazer	(HAYE & HAMBURG) (London with transshipment in Hamburg)	About 15th March.
SIBIRIA	HAYE & HAMBURG (London with transshipment in Hamburg)	About 25th March.
BAMBERG Capt. Jacobs	HAYE & HAMBURG (London with transshipment in Hamburg)	About 5th April.
SARNIA	HAYE & HAMBURG	About 15th



# VESSELS ON THE BEATH.

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	TO SAIL
LONDON	"ION"	On 5th Mar.
LONDON	"DEUCALION"	On 10th Mar.
LONDON	"STENTOR"	On 3rd April.
LIVERPOOL	"PATROCLUS"	On 16th Mar.

(Taking Cargo at London Rates). The "PATROCLUS" from GLASGOW and LIVERPOOL, is expected to arrive to-day, and will leave for SHANGHAI on or about 28th inst.

For Freight, apply to BUTTERFIELD & SWIRE,

AGENTS O.S.S. Co.

Hongkong, 26th February, 1901.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	CHINSHU	On 28th Feb.
NINGPO and SHANGHAI	SECHUEN	On 28th Feb.
SHANGHAI	KWANGSE	On 1st Mar.
SHANGHAI	HOIHOW	On 1st Mar.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 26th February, 1901.

# UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROR. M. STOMAS & CO. HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA"

Captain Petersen, will be despatched for the above port on 18th March.

For Freight, apply to CARLOWITZ & CO.,

Agents.

Hongkong, 26th February, 1901.

# OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING LINES.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DOLLO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 19, 1901, at Noon.

COPPIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

GABRIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

THE Company's Steamship "DOETIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 10th March, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th February, 1901.

# NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, nor the Agents, nor the Owners, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following vessels during their stay in Hongkong Harbour.

Admiral, American ship, Amesbury.

Standard Oil Co.

Moanahua, British ship, Boki Cleane.

SEA WITCH, American ship, Hayes.

Patina, S.S. ship, American ship, Riley.

Master.

Hongkong, 26th February, 1901.

# VESSELS ON THE BEATH.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 12, 1901, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 6, 1901, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 9, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 12th March, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th February, 1901.

# NOTICES TO CONSIGNEES.

## STEAMSHIP "ANNAM."

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London, via S. O. Ortel and Sinal, and Bordeaux, via S. O. Ortel and Sinal, and Bordeaux, via S. O. Ortel and Sinal, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 4th March, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th March, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 4th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th February, 1901.

# FROM HAMBURG, PENANG AND SINGAPORE.

## THE N.G.L. Steamship

## "MARBURG."

Captain von Binner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th March, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 25th February, 1901.

# NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "GLENOGLE."

## FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 25th February, 1901.

# NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "LIGHTNING."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 28th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, and the Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 25th February, 1901.

# "INDRA" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK.

## THE Company's Steamship

## "INDRAVELLI."

having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st March, at 10 A.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & CO., Agents.

Hongkong, 22nd February, 1901.

# NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "BRAEMAR."

## FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD., Agents.

Hongkong, 24th February, 1901.

# HONGKONG STEAMERS.

Airlie, British steamer, 2,500 tons, George, Feb. 22, 1901, at Noon.

Gibb, Livingston & Co.

Amara, British str., 1,500 tons, Matlock, Feb. 22, 1901, at Noon.

Jardine, Matheson & Co.

Amigo, German str., 771 tons, Bendixen, Feb. 14, 1901, at Noon.

Amoy, German str., 1,858 tons, Atami, Feb. 17, 1901, at Noon.

Mitsui Bussan Kaisha

Babelsberg, Ger. str., 1,320 tons, Beckmann, Feb. 13, 1901, at Noon.

East Asiatic Trading Co.

Braemar, British str., 2,318 tons, Watt, Feb. 23, 1901, at Noon.

Dodwell & Co., Limited

Canlon, British str., 1,110 tons, Lawrence, Feb. 19, 1901, at Noon.

Jardine, Matheson & Co.

Changchow, British str., 1,213 tons, Frampton, Feb. 21, 1901, at Noon.

China, German steamer, 1,113 tons, Voss, Feb. 23, 1901, at Noon.

East Asiatic Trading Co., Limited

Chitru, British str., 2,250 tons, Williams, Feb. 19, 1901, at Noon.

Butterfield & Swire

Chowlat, German str., 1,115 tons, Morris, Feb. 16, 1901, at Noon.

Butterfield & Swire

Diamonds, British str., 1,225 tons, Ramsay, Feb. 25, 1901, at Noon.

Shewan, Tomes & Co.

Eastern, British steamer, 3,500 tons, Ellis, Feb. 25, 1901, at Noon.

Gibb, Livingston & Co.

Elita, German str., 1,161 tons, Bruhn, Feb. 17, 1901, at Noon.

Melchers & Co.

Elan, German str., 1,702 tons, Schouwardt, Feb. 14, 1901, at Noon.

Japan, British str., 3,003 tons, Pybus, Feb. 20, 1901, at Noon.

P. B. Co.

Esmeralda, British str., 966 tons, Harland, Feb. 22, 1901, at Noon.

Shewan, Tomes & Co.

Falmira, Dutch str., 2,269 tons, Eyken, Feb. 26, 1901, at Noon.

Dodwell & Co., Limited

Fushan, British steamer, 1,500 tons, Lunt, Feb. 20, 1901, at Noon.

Chinese

Glanlog, British str., 2,339 tons, Frakes, Feb. 25, 1901, at Noon.

Dodwell & Co., Limited

Huiching, British str., 1,267 tons, Hall, Feb. 26, 1901, at Noon.

Douglas Lapraik & Co.

Hansa, German steamer, 1,200 tons, Schall, Jan. 5, 1901, at Noon.

Siemssen & Co.

Hong Dee, British str., 2,056 tons, Peters, Feb. 25, 1901, at Noon.

Chinese

Hongkong Maru, Jap. str., 815 tons, Filmer, Feb. 21, 1901, at Noon.

21. Toyo Kisen Kaisha

Hue, French steamer, 704 tons, Goddard, Feb. 3, 1901, at Noon.

A. R. Marly

Indravelli, British str., 3,102 tons, Craven, Feb. 21, 1901, at Noon.

Jardine, Matheson & Co.

Kailong, British str., 1,024 tons, Pennefather, Feb. 24, 1901, at Noon.

Butterfield & Swire

Kolindalen, British str., 1,952 tons, Bradley, Feb. 26, 1901, at Noon.

Standard Oil Co.

Singapore, German str., 1,115 tons, Groves, Feb. 24, 1901, at Noon.

Butterfield & Swire

Kong Kong, German str., 862 tons, Fuchs, Feb. 23, 1901, at Noon.

Melchers & Co.

Lightning, British str., 2,123 tons, Spence, Feb. 25, 1901, at Noon.

David Sassoon, Sons & Co.

Mara Koh, Ger. str., 1,710 tons, Krafft, Feb. 17, 1901, at Noon.

East Asiatic Trading Co.

Marburg, German str., 1,515 tons, Binner, Feb. 24, 1901, at Noon.

Siemssen & Co.

Mongkut, German str., 859 tons, Muller, Feb. 21, 1901, at Noon.

Butterfield & Swire

Nanyang, German str., 888 tons, Lehmann, Jan. 23, 1901, at Noon.

Siemssen & Co.

Pakshan, British str., 1,235 tons, Jenkins, Feb. 26, 1901, at Noon.

Bradley & Co.

Petria, British steamer, 900 tons, Snope, Feb. 19, 1901, at Noon.

Arnhold, Karberg & Co.

Queen Eleanor, British str., 2,570 tons, Ritson, Feb. 21, 1901, at Noon.

Standard Oil Co.

Sishan, British steamer, 845 tons, Holton, Feb. 17, 1901, at Noon.

Bradley & Co.

Strathford, British str., 2,539 tons, Forsyth, Jan. 2, 1901, at Noon.

M. B. Kaisha



